AN YOUR HELLIN, SATURDAY, PRINCIPLY IN, 1978-TELPIN SHEETS

THE STATE CAPITAL

The Charter as Amended Giving Cause for Anxiety.

. The Question of the Appointing Power and the Governor.

WILL THE BILL BE SIGNED?

Compromises that May Be Made and Compro-.. mises that Will Not Be Listened To.

:The Concurrent Resolution on the Reduction of Canal Tolls Adopted by the House.

ALBANY, Feb. 14, 1873. is, strange to say, giving the majority CAUSE FOR CONSIDERABLE ANXIETY.

indeed, that the rank and file are in any way tisfied with the amendments; for, on the con trary, judging from the general talk on the subject among the members of the Lower House, I am decidedly of the opinion that the bill can easily be passed just as it stands at present if the leaders only say the word. But their plan is not to appear to push it, nor to ride roughshod over the minority, but to give everybody a good chance to say all he has to say about the merits and demerits of the measure. Yet why should they have any anxiety about the bill, under the circumstances? you will wery naturally ask. It is just for this reason: he Governor, it has leaked out, is not in favor of the bill in its present shape. Now, the lead-ers who are members of the House and who are not members, and to whose unselfish efforts is due all the credit of having brought the bill to what they triumphantly style "perfection," know right well that it can be made a law, whether the Governor favors it or not. If they see fit to have it carried over his veto they have the power to do it.

was discussed some weeks ago the leaders were not very confident of being able to get the best of the Governor, in case he should not agree with them as to what the charter should really be, but at should be borne in mind that that was when the charter retained Green and the other two officials who were made exceptions to the general sweep. Still, though they really have the power to over Still though they really have the power to overcome a veto of the bill, the majority would
rather not be compelled to exercise it if they
can help it, and any reasonable compromise
that can be effected will be made rather than
have no new charter. It is generally understood
that the Governor favors the bill as a whole, but
that he is strongly opposed to the way the Mayor
has been disposed of in the matter of the appointing power. In a conversation with a gentlemn today on the subject, when informed of the amendment made by the Committee on Cities, which
gives the Mayor the appointing power, subject to
the confirmation of the Board of Aldermen,
THE GOVERNOR SHOOK HIS HEAD

the confirmation of the Board of Aldermen,
THE GOVERNOR SHOOK HIS HEAD
and said, "That will never do. It is the same as
though I sent in an appointment to the Senate and
they disagreed with me. I should be compelled to
go into session with them on the matter and count
as one of the Senate."

"But," suggested the party I refer to, "what if
the appointing power were given to the Board of
Aldermen, with the Mayor to confirm and the
Board to have a two-third vote to override his
decisions?"

"That would never do either," was the Governor's reply.

Now, it is easy to see at a glance why the majority should be the least bit uneasy about the charter in its present shape. If the Governor should veto it because either one or other of the two appointing power plans mentioned is retained in the bull—and they can settle on no other that will serve their purposes and thwart the designs of Havemeyer, Triden, Kelly, Green & Co.—the majority will follow the only straight path to victory left—carry it over the veto. Yet, as I said before, they will do everything they possibly can to avoid any such issue, as much

FOR THE SAKE OF PEACE AND HARMONY
as to prevent the opposition in and out of the party
from making capital out of what the democrats
would be certain to call a "falling out" between a
republican Legislature and a republican Governor.
At all events, judging from the present outlook,
the leaders and the rank and file, when the charter
is fairly before the House, will not have any of their
arguments on non-partisan grounds. At the beginning of the session they tried this non-partisan
pleasantry in all their little plans and fixings, but
discovered that, instead of getting credited with
good intentions for it, they only gave all outsiders good intentions for it, they only gave all outsiders a larger sphere for action. They have, seemingly, got tired of the absurdity, and will, in giving the last touches to the charter before it goes in to the Governor, simply consider two things:—First and foremest, that the Legislature is two-thirds republican in both bouses, and secondly, that the charter, while looking out for the good government of the city and the benefit of the whole people, regardless of politics,

while iooting out for the good government of the city and the benefit of the whole people, regardless of politics,

MUST BE A REPUBLICAN CHARTER.

This stand has been taken after mature deliberation, and it is not very likely that the Union League, if it should feel inclined in its proposed conferences with the Mayor and the Committee of Seventy to take sides with the Mayor on the question of the appointing power, will be able to make any change in the policy settled upon. Any compromises that may be offered as to other features of the bill will be listened to respectfully and attentively, but any one that has for its aim the giving of the appointing power to the Mayor or the Board of Aldermen in any other way than the one now engrafted in the charter and that which has been suggested of giving the Board the power of appoinment and the Mayor the power of confirmation, will not have the ghost of a chance of being even seriously considered.

There was a desultory discussion on CANAL TOLLS

in the lower House to-day, which consumed the better portion of the session. The direct subject of the debate was the concurrent resolution sent down by the Senate confirming the action of the Canal Board in the reduction of tells and reducing them fifty per cent below the rates fixed in 1842. The resolution was passed, after being discussed by Batcheller and Alberger, who were in favor of it, and Fort, who was ngainst it. Fort somehow, although the leader of the House, always gets wersted on a square debate on any of his pet theories, and it is hard to tell what will become of him before the close of the session if he continues to get knocked about the way he has been up to the present.

THE SENSATION OF THE SENATE

loard to the reduction of tells and reducing them fly per cent below the rates fixed in 1852. The resolution was passed, after being discussed by an other per cent below the rates fixed in 1852. The resolution was passed, after being discussed by although the leader of the House, always gets wersted on a square debate on any of his pet discussed by although the leader of the House, always gets worked about the way he has been up to the present.

**Beck-group to the reduction of Mr. Johnson requiring the Eric Railroad Board to report what amount of money was expended by them or by their order to influence legislation last Winter. It refers directly peal of the Eric Classification act, when the Attorney Gaparal of the Star was retained as counsed and the Speaker of the House as an addition. Speaker of the House as an addition of the lower House to keep out corruption and corruptionists, and hopes that wherever such has entered it shall be at once of the House and Sentors of the lower House to keep out corruption and corruptionists, and hopes that wherever such has entered it shall be at once of the House and Sentors of the lower House to keep out corruption and corruptionists, and hopes that wherever such has entered it shall be at once of a loke or the prospect of a good of the liquor; ton will give you a dolivent of the lower House to keep out corruption and corruptionists, and hopes that wherever such has entered it shall be at once of the House, and the there is much feeding against the road in consequence; but Johnson is the instance of the House, and the there is much feeding against the road in consequence; but Johnson is the instance of the start of the House, and the such as a such to the transition, believing that a great deal of loubying was used to carry out the new load of the proposed of a loke or the prospect of a good of the brown of the proposed of the proposed of the proposed of the lock of the proposed of the lock of the proposed of the lock of the proposed of a loke or the proposed of the lock

instead of the innumerable ones which now serve to complicate the canvass and to rig out a conscientious voter like a rag picker with his different ballots. Quite a discussion arose, Senators Palmer, Madden and Robertson asking that their districts be exempted, while Palmer pointed to the four reform Senators from New York as the result of the Election law under Tammany, Senator James Wood, with his usual unimpeachable virtue, favored the bill because the old law was Tammany, and he did not believe aught good could come ent of Nazareth. The discussion became quite warm, and the bill was finally progressed.

HENRY BERGH'S BILL
for the prevention of disease and cruelty was partly discussed and also progressed. The Senate then adjourned until Monday night at half-past seven.

ALBANY, Feb. 14, 1873.

In the Constitutional Commission to-day the Committee on the Legislature made a modification of their report and now recommend a Senate of thirty members and 128 Assemblymen, elected by counties every year, with a salary of \$1,000 and mileage. The article relating to Supervisors was considered in Committee of the Whole and a pro-vision adopted for one Supervisor at Large in each county, who shall be President of the Board.

THE IRISHTOWN TRAGEDY

The Story Which Solomon David Moore Tells of His Wife's Murder.

The Evidence on Both Sides In-Summing Up for the Prosecution and Defence.

The trial of Solomon David Moore for the murder of his wife was resumed this morning before Judge THE DEFENCE.

Mr. Little opened the case for the defence. He

said evidence consisted of two kinds-direct and circumstantial. Circumstantial evidence is unre-liable and uncertain. The evidence produced by stantial, and was of a very weak kind. George W. Kennedy was the first witness called

by the detence, and deposed to seeing a person who answered Moore's description in Dover the day succeeding the murder; Moore spoke to the witness and asked where Squire Gage, the Justice, lived; the prisoner at that time wore whiskers and a long black coat. Edward F. Travers was the next witness and

testified as follows:—I was at Rose McGarry's on the morning after Thanksgiving; while I was there the morning after Thanksgiving; while I was there Thomas Madden came in; it was after breakfast; there were some marks upon his forehead; Mrs. McGarry asked him about it; he said either that he fell on Connolly's stoop or got a scar of a knife; he said he had a light in Terence Connolly's with David Moore; Mrs. McGarry said he had better look out or he would lose the other eye; he said he had come off victorious, because he had not lost the other eye.

he had come off victorious, because he had not lost the other eye.

Rese McGarry testified to Thomas Madden's coming into her house on Friday morning; he had some scratches on his face; I cannot recollect what he said, but he mentioned something about Dave Moore.

coming into her house on Friday morning; he had some scratches on his face; I cannot recollect what he said, but he mentioned something about Dave Moore.

Edward C. Lyon sworn—I recollect being in the office of Mr. Mills on Monday morning last, when Thomas Madden was there; Madden said that on Friday morning, the 29th of November, he fell from Connolly's steps and scratched his forchead.

William L. Easton deposed to the finding of Moore's naturalization papers, which were delivered to Mr. Easton, who is a Justice, on the day of the committal of the prisoner.

The prisoner, David Moore, was then placed upon the stand to testify in his own behalf. There were murmurs of expectation as the prisoner took his seat and great silence prevailed in Court. The following is the story the prisoner tells:—

THE STORY OF MOORE.

I am sorty-two years old; my name is Solomon David Moore; I was married to my wife in Ireland; have been in this country twenty-three years: I am a Protestant by religion; I am sometimes called an Orangeman, but I was never made one; I have lived near Irishtown, in this county, for about ten years; on last Thansgiving Day I was at my own house; I was not to work that day; it was a holiday; I did not go to Connolly's that day during the daytime; my wife was in the house part of the time, but she went out once or twice during the day; in the afternoon she said to me, "David, I would like to go out after the boy;" I said, "Den't go out; stop in the house;" she said she would go for him; I said to her, "Sit down and stay in the house with me to-night; if you go out you will get liquor, and I want to go to my work in the morning;" I went into an inner room for a pipe of fobacco, and during the fine I was in, she went out; she had got into a hollow when I got to the door; I saw her go up the hill into Terry Connolly's; I came back into the house and smoked; I went out again two or three times to see was she coming, but she did not come back until dark, when she

CAME HOME PRETTY TIGHT;

she sat down in a c

you, and I want to have no frouble about you;" I walked on and went to Port Morris; there was a gravel train going up to Phillipsburg, and I asked the engineer to take me up; when I got to Phillipsburg I met a policeman and asked him the way to the station; I went with him and gave him niy to the station; I went with him and gave him niy in stayed there until I was brought down by John Armitage to Morristown; when I came back to my own nonse from New York I shaved and cut off my whiskers.

The prisoner was severely cross-examined, but his testimony was not materally shaken. He was the last witness examined for the defence, and at the conclusion of the testimony the case was rested. The prosecution called some witnesses, including John Madden and Tim Madden, who directly contradicted most of the assertions made by the prisoner.

Mr. De Mott summed up first for the prosecution.

contradicted most of the assertions.

Mr. De Mott summed up first for the prosecution in a very effective speech, and sat down amid demonstrations of applause, which were instantly checked by the Judge. Mr. Cutler followed for the defence, and was still speaking when the Court adjourned until nine o'clock to-morrow morning.

THE WEATHER.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, Feb. 15-1:10 A. M.

Southerly winds with rain or snow for Saturday over the Northwest and Upper Lakes. The low barometer in Texas will probably extend north-westward into Arkansas, with rain over the country south of Missouri and Virginia, and threatening weather; rain or snow by Saturday night south and west of New York; easterly winds, cloudy weather over New England; brisk and possibly dangerous winds on the Gulf coast west of Fiorida. Cantionary signals are ordered for Mobile and

The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, Herald Building:— 1872, 1873. 1872, 1873.

3 A. M.	34	17		P. M	26	2
6 A. M.	82	15	6 P.	M	24	
9 A. M.	28	20	9 P.	M	18	
12 M	26	23	12 P.	M	16	
Average	temperat	are yes	terda	y		. 22
Average	temperat	ture for	r corr	espondi	ng dat	e

SHIPPING NEWS

Almanac for New York-This Day.

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF FEBRUARY AND MARCH.

ATRECE CONTROL OF	0.2555		Arrigication.	Once.	
Baltie City of New Yor	. Feb.	15	Laverpool	19 Broadway.	
City of New Yor	k Feb.	15	Liverpoot	15 Broadway	
Victoria	. Feb.	15	Glasgow	7 Bowling Green	
America	. Feb.	15	Bremen	2 Bowling Green	
Nevada	. Feb.	19	Liverpool	29 Broad way	
Egypt	. Feb.	19	Liverpool	69 Broadway.	
City of Lamerick	Feb.	20	Liverpool	15 Broadway	
Hammonia	Feb.	20	Hamburg	ol Broadway.	
City of Paris	. Feb.	22	Liverpool	la broadway.	
Celtic	.IFeb.	22.	Liverpool	19 Broadway.	
Anglia	Feb.	22	Glasgow	7 Bowling Green	
Bremen	. Feb.	22.	Bremen	2 Bowling Green	
St Laurent			Havre	58 Brondway.	
Wyoming	. Feb.	26	Liverpool	29 Broadway	
Prance		26	Liverpool	69 Broadway.	
Cimbria		27	Hamburg	61 Broadway	
Atlantic			Livernool	119 Broadway.	
City of Montreal.			Liverpool	15 Broadway.	
Europa	. Marc	hl.	Glasgow	7 Bowling Green	
Donau	. Marc	h 1	Bremen	2 Bowling Green	
Spain	Mare		Liverpool	169 Broadway.	
City of Washing'n	Marc		Liverpool	15 Broadway.	
Silesia			Hamburg	61 Broadway.	
Republic			Liverpool	19 Broadway.	
Denmark	. Marc	h 8	London	69 Broadway.	
India		h 8	Glasgow	7 Bowling Green	
Main				2 Bowling Green	
Pereire	Mare	h 8.	Havre	58 Broadway.	

PORT OF NEW YORK, FEB. 14, 1878.

CLEARED. Steamship City of New York (Br), Locheau, Idverpool via Queenstown—John G Dale.

Steamship Victoria (Br), Meserole, Glasgow—Henderson Bros.

Bark Peru (Br), Hibbert, Smyrna—G F Bulley.

Bark Iona (Br). Kitgour, Smyrna—G F Bulley.

Bark E Williams, Keen, Gaiveston—C H Mallory & Co.

Bark Amy, Brown, Boston—Jas E Ward & Co.

Brig J F Ericksen (Dan), Lohman, Stettin—Funch, Rive & Co. Co.

Schr Adn (Br), Belyea, St John, NB-Heney & Parker.

Schr Adn (Br), Belyea, St John, NB-Heney & Parker.

Schr JA Rider, Corson, Indianola-Evans, Ball & Co.

Schr L N Lovell, Gags, Key West-Overton & Hawkina.

Schr Rhagewood, Henderson, Georgetown and Pott

Bluff, SC-E D Burlburt & Co.

Schr OC Acken, Meade, Sinmford—Stamford Manufacturing Co.

Schr Dart, Williams, Stamford—Stamford Manufacturing Co. ing Co. Schr Evelyn, Palmer, Stamford—Stamford Manufactur-

ARRIVALS

REPORTED BY THE HERALD STEAM YACRTS AND HERALD WHITESTONE TRLEGGRAPH LINE.

US steam shop of war. Anskn. Capt Homer C Blake hong Kong Oct 20, Auger New 13 and Cape Town Citil, fine weather to lat 31 %; since strong Ne and Nw gales.

Steamship Humboldt (NG). Arnold, Kiel Dec 30, Havre Jan 12, vis 31 Johns Feb S (where she put in for coal).

The content of the coal of t

Passed Through Hell Gate.

BOUND SOUTH.

Steamship Nereus, Bearse, Soston for New York, with noise and passengers to HF Dimock.

Ship Comer, Bray, Boston for New York, in ballast, to asster—will load for San Francisco. Is anchored at Hart sland. Ship Comet, Bray, Boston for New York, in ballast, of master-will load for San Francisco. Is anchored at Hart Island.

Schr Melita (Br), Lake, Cornwallis, NS, for New York, 25 days, to W. E Duryen; vessel to D. R. DeWolf & Co. Schr Adelia (Br), Foote, St John, NB, for New York, Schr Chas P. Thomnson, Ryan, Fortune Bay, NF, for New York, 10 days, with fish to master.

Schr Enola C. Cunningham, Little Bay, NF, for New York, 12 days, with fish to master.

Schr Neilie H, Malloch, Eastport, Me, for New York, 16 days, with fish to master.

Schr Fercy, Caldwell, Eastport for New York, with lime to order. Schr J P Robinson, Ellis, Gleucester for New York, with ish to order. ime to order.
Schr D R Beckford, Salem for New York, with headings

BOUND EAST. Steamship Tillie, Bailey, New York for New London, Schr Jachin, Coombs, New York for Belfast, Schr Hyne, Oliver, New York for Providence.

BELOW. Bark St Peter, from Charleston II days (by pilot boat W

Ships British Navy, for Liverpool; Jesse Isabel, Bremen; James Wishari, Liverpool; barks Success, Queens town; Teress, Cientuegos; brigs Amanda, Hamburg; Anna, Bilboa; Malaga, Santa Cruz; Curacoa, Curacoa; Shannon, Havana.

Marine Disasters.

Marine Disasters.

Barr Mary Lawton (Br), Roach, which put into Queenstown Feb 5, leaky, is from Ardrossan for Boston, with a cargo of pig fron.

Brid Bernica, at Fortress Monroe 14th from Pernambuco for orders, experienced heavy weather, and on the 10th inst split foresall and foretopsail, and carried away part of bulwarks.

Schr Heiler, from Wilmington for Boston, before reported ashore at Fouth Alderton, will prove a total loss. She has had her stern stove in, cabin washed out; lost chronometer, capitain's papers and everything belonging to the capitain, officers and crew. An effort was made 14th to save the sails and rigging. The Helene was built at Stony Creek, LI, in 1849, and was rebuilt at East Boston one year ago. She was a good vessel, rated Alfy at Lloyds, valued at \$10,000, and about haif covered by insurance in Boston and Bangor offices, and was owned by Geo P Clark & Co, of Boston.

Schr ME Vanclear, at Charleston 11th from Rockport, Me, experienced head winds the entire passage, and split sails.

Schr Lizrie Batchelder, Henderson, from Baltimore

son. A survey was to be lield on her l4th.

Schr Linda-Capt Kinnon, of schr Linda (of Picton), from Halliax for New York, reports:—Sailed from Halliax for New York, reports:—Sailed from Halliax for New York, reports:—Sailed from Halliax feb. 7, and had fine weather to the 9th; then took a heavy gale from NNE with snow, in which had cabin windows and doors, forecastle companion way, galley and boats stove, and lost rudder and rudder case, which caused the vessel to leak badly. On the 12th, lat 41 44, 100 63 54, was fallen in with by steamship Oceanic (Br), from Liverpool for New York, who took us off, 7 in number, and brought us to this port, the vessel being in a sinking condition at the time. The Linda was 4 years old, 135 tons burthen, and owned by C B Whidden, of Antigonish, NS.

Antigonish, NS.

Sexamer Ahers, from Philadelphia for Boston, while rounding a cake of ice, went ashore on the Ridge, on the 12th, PM, and put into Newcastle, Del, same night.

Stramer Lucille, Bennett, from Wilmington, NG, for Baltimore, struck on the Jetles, below Wilmington, Feb L, and broke her rudder. Steamer DJ Foley was to sail 15th, with the Lucille in tow for Baltimore, where the latter will be repaired.

Filor Boar Markland arrived at Baltimore 13th inst from Cape Henry for repairs, having been damaged by collision with bark Campanero dector reported). VESSEL ASHORE—Capt Waldron, of the steamer Thetis, at Providence 13th from New York, reports a vessel on Point Judith Point Thursday morning, so much broken up that he could not tell what she was. She appeared to be a good sized vessel.

De a good sized vessel.

Phovinkerows, Peb 12—Schr Mary T Young, of Gloucester, was sold to Wm H Collins, on Moday, for \$175. She lies on the back of the Cape, on her boamends, filled with sand.

Schr Arizona, of St John, NB, which went ashore at the same time, is on her keel in good condition.

Miscellaneous.

Miscellaneous.

Schr Silver Dart, of Gloucester, 44 tons, has been purchased by Messrs Gardner Littlefield & Bro. of New Shorenam, for the fishing business. She will hereafter hail from Norwich.

Missing Vesskis—Ship Sterling Castie (Br), Davis, sailed 'rom New York Dec 11 for London, and has not since been heard of. The S C was an iron ship of 1165 tons, built at Glaszow in 1853 and owned at Liverpool. Her cargo consisted of 101 bbis apples, 40 cases handles, 60 do pumps, 37 do sewing machines, 12 do winc, 352 packages clover seed, 4005 bbis flour, 29,622 quarters wheat, 117 boxes clocks, 117,339 lbs slate, 124 casks scraps and 240 tons ground bones.

Ship American Congress (of New York), Ghiselin, sailed tons ground bones.

Ship American Congress (of New York), Ghiselin, sailed from New York Dec 7 for London, and has not since been heard of. The A C belonged to Grinnell, Minturn & Co's line of London packets, was 90 fons register, and built at Newcastle, Ne, in 1849. Her cargo consisted of 339 bbls rosin, 200 boxes prepared corn, 54 bbls sheepegs, 4,770 do flour, 14,893 bushels whent, 238 packages and 64 hhds to-bacco, 1,900 bbls oil cake ana 300 boxes otothes pins.

Bark Lady Alice (Nor), Bretting, sailed from New York Cot 22 for Queenstown, with a cargo of 23,108 bushels corn, and has not since been heard of. The LA was 420 tons.

Bark Lady Alice (Nor), Bretting, sailed from New York Oct 22 for Queenstown, with a cargo of 23, 108 bushels corn, and has not since been heard of. The LA was 420 tons, built at Sunderland in 1858.

Brig Sarjola (Rus), Hilstrom, sailed from New York Sept 23 for Limerick, I, with a cargo of M.716 bushels corn, and has not been heard from since her departure. The S was 65 tons, built at Rrahestad in 1859.

Shiffelthor—Will E Cummines has a crew at work at East Machias building a sehr for Messrs 8 W Pope & Co. The frames are all up and the wales now ready for the plaukers.

At Joseph Oakes & Son's yard, in Brewer, a barkentine of 250 ton's and a large three-masted schooner will be built the coming season, and the schooner Andes, which has been rebuilding, will be launched at an early day. Master John Littlefield has leased the yard of Dunning & Sons, and is getting out the timber for one or more vessels. The new schooner in McGlivery & Co's yard will be finished and launched early in the Spring, and a large bark, and perhaps other vessels, will be built by this firm. Twe schooners are undergoing extensive repairs in this yard.

Glies Loring & Co, of Yarmouth, are to build four vessels during the present year, of about 530 tons each. In addition to the two building for J S Winslow & Co and others, of Portland, they are getting out the frame for one for Capt Levi Marston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay the keel for one for Capt Levi Marston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay the keel for one for Sept Levi Aurston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay the keel for one for Gapt Levi Marston, and will soon lay

Master Scabury, of Yarmouth, has commenced work on a bark of 600 tons for Capt Pinkham, of brig Giles Loring.

The shipbuilders in Bowdoinham are making rapid progress, considering the inclemency of the weather. Two frames of beautiful model are nearly completed, and a third is to be commenced in a few days by Merrow & Co for parties in Portland. Application has been made by parties in Bangor for building a fourth.

Another now ship is to be built at East boston by Mesers Curtis & Smith, the work of laying the keel having been already commenced. She will be about 1000 tons burthen, and will be employed by her owners, Messrs Hemenway & Brown, in the Valparaiso trade.

At Laurence Foulk & Co's yard, Greenpoint, Li, the keel is laid and frames are being put up for a new three-masted schooner, to be called the Jennie Stout, Capt S L Stout to command her, formerly master of the schr M B Bramball. She is to be a single deck vessel, designed for the general freighting business. Her length of keel is 133 feet, breadth of beam 33 feet, depth of hold 12 feet; about 700 tons. She is being built of the best materials and will be a first class schooner in every respect. The owners are Capt E L Stout; Evans, Ball & Co: S Alexander, and others, and will be ready to launch on the 1st of May.

Laurcust—Feb 1, from the yard of Capt Nathaniel S

of May.

Launcure—Feb 1, from the yard of Capt Nathaniel S
Thompson, Kennebunk, a fine centreboard schr, named
J J Moora, of Orient, NY, owned by Capt Chas A Franklin and others, of Sag Barbor, NY, The J J M is a first
class vessel, built of oak, under the supervision of Capt
Franklin, who will command her. She is about 475 tons
burthen.

Tuesday from the yard of William F Fernaid, of Portsmouth.

Notice to Mariners.

East Coast of Irreland—County delice.

Notice is hereby given that a green duoy, marked "Wreck," has been placed about half a cable NW of the wreck of a sunken vessel, SW ½ W, ½ mile from the Kish lightship.

The buoy lies in 13 fathoms at low water spring tides, with the following marks and compass bearings:—
Howth Bailey lighthouse, N by W, westerly, 5½ miles.

Poolbeg lighthouse, NW ½ N, 7½ miles. Westerly, 66 miles.

North Buoy of Kish Bank, B ½ N, 1 mile.

The vessel is supposed to be a brigantine; her topmast head and topgaliant masts and yards are above water.

By order.

Irish Lights Office, Dublin, Jan 27, 1873.

Whalemen.

Bark Gloriana (Br), Peregrine, from London for Pensacola, Jau 26, lat 19 43, lon 5 48

Foreign Ports.

Burnos Ayres, Jan 1—Arrived previous, brig Belle Prescott, Waterheuse, Portland, Clenturos, Jan 31—Sailed, barks Deverer (Br), Wright, Savannah; Neptune, Beais, Boston; Feb 5, Leone, Pensacola; Mary Anne (Br), Philadelphia.

CARDENAS, Jan 31—Sailed, bark Lavinia, Dyer, Matanzas; Feb 1, brirs Castilian, Croucher, St Pierre; Lizabel, Sahomey, Beston; schr Mary, Glichrist, Charleston; 3d, barks Gan Eden, Greenleal, Buenos Ayres; Pleaides, Campbell, Baltimore: brigs Ada H Hali (Br), Phinney, Pensacola; M M Williams (Br), Fleckett, New York; 6th, Jas Davis, French, Georgelow; Joseph Clark, Stahl Dorric, John Wesley, Pord, St Pierre, Mart; Julia Sia, bark Rialbo (Br), Santord, Baltimore; brig Loch Lomond, Glichrist, New York; Schr Aldana Rokes, Rokes, Baltimore; 4th, barks Gertrude, Cardinel, Physical Rev. Martinel, New York; Schr Aldana Rokes, Rokes, Baltimore; 4th, barks Gertrude, Cardinel, Physical Rev. Phys. Cardinel, New York; Chra, Wilson, Wilmington, NC.
Grassow, Feb 12—Arrived, steamship Cailfornia (Br), Craig, New York.

York:

Sailed Feb 2, schr Omaha, Wooster, New York: 3d (not Sailed Feb 2, schr Omaha, Wooster, New York: 3d (not Sailed Feb 2, schr Omaha, Wooster, New Orleans; 4th, schr Kvik (Nor). Harem, Wilmington, NC; 5th, barks Tthuried (Br), Cameron, Charleston; 6th, Geo W Rosevelt, Harriman, New York: James E Ward, Wiley do; Eva Carvill (Br), Ferer, Norfolk; Desengano (Sp), Telleria, Wilmington, NC.

HALIFAZ, Feb 14-Sailed, steamship Vateriand (Dutch), Von der Layden (from Antwerp), Philadelphia.

LUVERFOOL, Jan 11-Arrived, ship Andrew Jackson, Field, LIVERFOOL, Jan 19-Arrived, brig Osseo, Lowrey, Buenos Ayres; Feb 12, ship City of Brooklyn, Cousins, Mobile.

Mobile.

Salied Peb 12, steamship Spain (Br), Grace, New York.

Monravideo, Jan 4—In port bark Tarquin (Br), for New York; and others reported later.

MAYAGUEZ, Jan 25—In port brigs T Turull. Thompson, from New Haven, arrived 19th, wtg; schrs Hattle E.

Smith, Brown, from New York, arrived 24; ST Baker, Davis, from Wilmington, NC, arrived 21st; Eveline, Carroll, wtg.

New York.

Queksnown, Feb 14, 16 AM.—Sailed, steamship Atlantic (Br), Gleadell (from Liverpool), New York.

Royterapan, Feb 18—Arrived, steamship Rotterdam (Dutch), Hues, New York.

Southanton, Feb 18—Arrived, steamship Tasmania (Br), Aspinwall and West Indian ports.

St Helena, Jan 3—Passed ship Amesley (Br), Pearse, from Hong Kong for New York.

Shandara, no date—Arrived, bark Windward, Stannard, Burrard Inlet.

St Jaco. Jan 25—Sailed, schr Magic, for Clenfuegos, Sagra, Feb 2—Atrived, brig John Weish, Jr, Vanselow, Philadelphia.

Sailed Jan 29, schrs Geo Walker, Cole. Materials.

Sagua, Feb 2—Arrived, brig John Welsh, Jr. Vanselow, Philadelphia.
Sailed Jan 29, schrs Geo Walker, Cole, Matanzas; Congress, York, Pascagoula.
Sielburker, NS. Feb 12—In port bark Agnes Campbell (Br), Landry, from Hamburg via Plymouth, E, and received orders to proceed to Charleston.
St Join, NB, Feb 13—Cleared, schr Lizzie Dewey, for Havana; 14th, brig Mary E Thompson, Hooper, do; schr Roswell, Hurtburt, do.
Trikingab, Jan 30—Arrived, schrs H B McCauley, Cain, Philadelphia; C H Eaton, Shackford, Kingston, Ja.

American Ports. American Ports.

American Ports.

BOSTON, Feb 13—Arrived, bark Lizzie, Walton, Cadiz; schr Finback, Oliver, Virginia.
Cleared—Barks Samuel (Br), Owen, London; Eliza Evelina (Br), Munroe, Wilmington, NC; Fannie, Toothaker, New York; brigs Marshai Dutch, Turner, Fernandan, Fla; Lije Hougiton, Hose, Portland; schr Stelen Ames, Endicott, Baltimore: B W Bill, Cobb, do; West Denis, Crowell, Philadelphia.
Also cleared ship Northern Light (new, 1859 tons, of Boston), Nelson, San Francisco via New York; brig Andalusia (Br), Matheson, Wilmington, NC, to load for Porto Rico. dalusia (Br), Matheson, Wilmington, NC, to load for Porto Rico.

Salled.—Steamers Flag, and Wm Kennedy (and both passed Cape Cod at 2:45). Ship Garden Reach, outward bound, remained at anchor in the Roads at sunset.

Also sailed, steamship Nereus; brig Marshai Dutch.

BALTIMORE, Feb 18.—Arrived, steamers Liberty, Hudgins, New Orleans via Havana and Key West; McClellan, Howes, Boston via Norfolk; schrs A L Butter, Butter, Weymouth, Mass; Palos, Shackford, Demarara.

Cleared, brigs O Blanchard (Br), Moore, New York; Daphne, Watts, Portland; schrs Lucy M Collins, Collins, Portland; J S Bragdon, Higgins, Roston; Helen A Hoyt, Crane, Hoboken; E Sinnickson, Pennewell, New York.

Salled.—Ship Macaulay, Rotterdam; bark Norsk Flag, Londonderry, L.

Bark Don Juste, Bannati, From Bordeany, Arrived off.

In port 8th, ships Webster, Whitney, unc; Ancilla (Br), In port 8th, snips webster, writiney, unc; Addina (61), Miline, red; Miline, red; CHARLESTON, Feb 11—Cleared, bark Sappho, Wilbur, Liverpool; schrs Osprey, Dwyer, New York; John S Lee, Van Gilder, do, 14th—Arrived, bark Vinco (Br), Robson, Havana; schrs (Geo Washinston, Baracoa; Lettle Wells, Watson, Boston, Salled—Steamships Charleston, Berry, New York; Mercedita, Marshman, Boston; bark Sappho, Wilbur, Liverpool.

FORTRESS MONROE, Feb 14—Arrived, brig Bernicia (Gor), Pernambuce for orders.

bris Harriet, for Guadaloupe; schr Ahred Recue, 10 Maranah.

Passed out—Steamer Quevado, for Lverpool.
Passed in—Brig Emily Raymond, from Matanzas.
In the Roads—Schrs S F Wyman, for Barbados; Hattle
Ross, for Cuba; Casco Lodge, for Charleston.
FALL RIVER, Feb 12—Arrived, schr Pyrola, Jennings,
New York.
GEORGETOWN, SC, Feb 8—Arrived, schrs Julia C
Floyd, Squires, New York.
Cleared 6th, brig Chas Wesley, Harding, Baltimore;
schrs Eri, Stawart, Guadaloupe; Idabella, Fisher, New
York; 10th, Jessie B Smith, Williams, do; Win Penn
Thompson, Scaredia, Guadaloupe; Idabella, Fisher, New
York; 10th, Jessie B Smith, Williams, do; Win Penn
Thompson, Scaredia, Guadaloupe; Idabella, Fisher, New
York; 10th, Jessie B Smith, Williams, do; Win Penn
Thompson, Scaredia, Guadaloupe, New York, Below, brig Liasata (Sp), Mirrimble,
Growell, New York, Below, brig Liasata (Sp), Mirrimble,
from Havana.

NEW ORLEANS, Feb 9—Arrived, steamship Mississippi, Crowell, New York. Below, brig Liasata (Sp), Mirrimble, from Havana.

10th—Arrived, steamship Royal Standard, Kirby, Shields; ships Sea Flower (Br). Duncan, Greenock; Canterbury, Taylor, Liverpool; brigs 10s de Mayo (Sp), Sanjur, Cleniuecos; Lisat (Sp), Mirambell, Havana. Below—Schra Constance, Arnet, from Bonacca; J Ricardo Jova, Little, from Providence, RI.

Cleared—Steamship Cheviot (Br), Tate, Liverpool; ships Wm Yeo (Br), Howes, and Woodburn (Br), Hartwell, do; Uhland (Ger), Meiners, Bremen; Favorita (Sp), Casasabella, Barcelona; Fadernelandet (Nor), Hielim, Queenstown for orders; barks Constant ne (Nor), Henrickson, Havre; Columbia (Nor), Stromberg, Queenstown; Martha A McNell, Watts, Havre; brig Joven Miguel (Sp), Maristany, Barcelona.

12th—Arrived, steamship City of Galveston, Rowland, New York.

Sournward Pass, Feb 9—Sailed, steamship Strasburg, Ships Formose, Ironaides and Anglessat bark Princess Dagmar, briss Remo, Alice and M Pitman; schrs Thomas N Stone, Hattle Baker, and Mary B Tower.

Pass-At-Ottras, Feb 9—Arrived, schrs Constance, Arnet, Benacca; I Ricardo Jova, Little, Providence.

Also Arrived, steamship Margaret.

NORFOLK, Feb 12—Arrived, schr Addie Walton, Rich., from an eastern port.

NORFOLK, Feb 12—Arrived, schr Addie Walton, Rich., from an eastern port.

13th—Arrived, steamers Nestorian (Br), Aird, Liverpool via Halifax for Baltimore.

14th—Arrived, steamship Nicksburg, Morrill, Martinique for New York, put in for coal—to sail at sunrise 19th.

NEWPORT, Feb 12, PM—Arrived, schrs J Paine, Young, New Poston for New York; S S Smith. Snow, New Bedford for do: Black Warrior, Stevens, Goldsboro for do; Millie Washburne, Kelly, Providence for Virginia.

Also ship Comet, Bray, Boston for New York in tow of steamtug C W Finchly, schrs Walter H Thorndike, Cushman, and H G Bird, Blackington, Rockland for New York; J B Anderson, Wheatley, Fail River for Philadelphia.

Sailed—Schrs Winged Racer, Hawes, Philadelphia for

phia.

Salied—Schrs Winged Racer. Hawes, Philadelphia for New Bedford: Percy, Colwell, Eastport for New York; W N Gestner, Providence for do: Emina Bacon, Rush, and Ann Louisa, St John, Boston for Baltimore; Louisa Francis, Kelly, New Bedford for New York.

In port schrs Longwood, Rogers; I G Curtis, Paine, and Teresa D Baker, Cobb, Boston for Virginia, repairing jibs.

Ann Louisa, St John, Boston for Baltimore; Louisa Francis, Kelly, New Bedford for New York.

In port schrs Longwood, Rogers; I G Curtis, Paine, and Toresa D Baker, Cobb, Boston for Virginia, repairing libs.

NEW LONDON, Feb 12—Arrived, schrs Mary Farr, Greenpott for Baltimore; J Ferry, New Bedford for New York; St L Thompson, New York, Sailed—Schr Matthew Vassar, New York.

Sailed—Schr Matthew Vassar, New York.

Sailed—Schr Matthew Vassar, New York Manson, Baltimore; Mary Donne, Nickerson, New York for Newyort; Josephine, Saunders, Newnort for New York.

Cleared—Schr Fashion, Carberry, Elizabethport; sloop Alida, Chevasier, New York and Cleared—Schr Fashion, Carberry, Elizabethport; sloop Alida, Chevasier, New York and Cleared—Schr Fashion, Carberry, Elizabethport; sloop Alida, Chevasier, New York and Cleared—Schr Fashion, Carberry, Elizabethport; sloop Alida, Chevasier, New York and Cleared—Schr Hallider, Sussan E Nash, Nash, Monington, William McCoob, Black, New London; W H Mailor, Crowley, Jacksonville.

Hith—Arrived, Schrs Charlie Miller, Jones, Virginia; Miranda, Haidee, do; Ridorado, Hamilton, do; William Farren, Linsley, do; Minnie W Griffing, Stocking, do; E A Forsyth, Hobbie, New York.

Sailed—Schrs Baltimore, Francis, New York; Joseph Marsh, Brown, do; Susan Scranton, Farrell, do.

PORTLAND (Oregon). Feb 5—Arrived, bark Caribon (Br), Wood, Hong Kong.

PASCAGOULA, Miss, Feb 1—Sailed, schr J P Eaton, Poole, Gaiveston.

PHILADELPHIA, Feb 13—In the harbor, brig S V Nichols, from Matanzas for New York; schrs J C Lobby, and Jonathan May, from Cardenas for Philadelphia.

PORTLAND, Feb 12—Arrived, schamer Chesapeake, Mangum, New York.

18th—Cleared, steamer Hibernian, Watts, Baltimore; brig Minnie Miller, Leland, Matanzas.

Arrived ISh, brig Fronder, Morgan, Savannah.

PROVIDEN W., Schamer Hibernian, Watts, Baltimore; brig Minnie Miller, Leland, Matanzas.

Arrived ISh, brig Fronder, Morgan, Savannah.

PROVIDEN W., Schamer, Morgan, Savannah.

PROVIDEN W., Schamer, Morgan, Savannah, PROVIDEN W., Salted—Schra Al

Based and topgaliant mastes and yards are above water.
By order.

By order.

By order.

By order.

By order.

Whalemen.

Bark Marcella, Tilton, of NB, was at Patta Dec 2, with 660 bolissp and 600 do who do all told; would be at Talcabure is a base of the state of NB, was at Patta Dec 2, with 660 bolissp and 600 do who do all told; would be at Talcabure is a base of the state of NB, was at Patta Dec 2, with 660 bolissp and 600 do who do all told; would be at Talcabure is a base of the state of NB, was at Patta Dec 2, with 660 bolissp and 600 do who had all told; would be at Talcabure is a base of the state of

ned-Brigs L C Madeira, JW Spencer, and J M swell. alled—Schrs J Paine, Arthur Burton, Lucy Ames, and

Salled—Schrs J Paine, Arthur Burton, Lucy Amee, Sella May.

13th—Arrived, schrs J G Babcock, and Florence J Lockwood, Boston for Baltimore: R B Higgrins, do for Virginia; Georgia, Belfast for Savannah; Lucy E. Cogswell, Portland for New York; Abbte Weld, do for New Bedford.

In bort, brigs Wenonah, J M Wisswell, J W Spencer, and.

I. C Madeira; schrs Fanny Elder, Only Son, Alpha, Lockout, H Mears, Emily H Naylor, W D B, Idzzie Cochran, O R Flint, Ward J Parks, Athlete, Charhe Cobb, Addie P Simpson, Anna May and the above arrivals.

18th—No arrivals.

Salled—Schrs Georgia, Lucy, R Cogswell, and R B Higgrins.

MISCELLANEOUS.

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New Serial until completed.

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